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**IN THE CLAIMS:**

1. (Withdrawn): A bus comprising:

a chassis; and

a body constructed from a plurality of standardized body modules on the chassis, the standardized body modules being selected from a plurality of types of standardized body modules, the types of standardized body modules being positionable at more than one longitudinal location on at least one kind of chassis, the types of standardized body modules including,

an overwheel module,

a seating bay module,

an auxiliary door module, and

a side well door module.

2. (Withdrawn): A bus as set forth in claim 1, wherein the types of the standardized body modules are provided in standard lengths, including at least a longer length type and a shorter length type, the longer length type being half again as long as the shorter length type.

3. (Withdrawn): A bus as set forth in claim 2, further comprising:

a standardized end cap positioned to close a rear end of the bus body.

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4. (Withdrawn): A bus as set forth in claim 3, further comprising:

a selected one from a set of standard front end closures including a first for conventionally configured busses, a second for rear engine busses and a third for front engine busses positioned to enclose the body at its front end.

5. (Withdrawn): A bus as set forth in claim 4, the standardized body modules further comprising:

forward and trailing edges turned inwardly to abut adjacent edges of one another when mounted end to end on the chassis.

6. (Withdrawn): A bus as set forth in claim 5, the standardized body modules further comprising flooring.

7. (Withdrawn): A bus as set forth in claim 6, the standardized body modules further comprising:

framing for supporting a roof.

8. (Currently amended): A method of constructing a bus body, the method comprising the steps of:

providing a bus chassis;

providing a plurality of body intermediate section types, including;

an over wheel section type,

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a side auxiliary exit type,

a side well door type, and

a bay seating type;

selecting a sub-combination of intermediate section types which in number and intermediate section type occupy a predetermined length of the chassis when placed in longitudinal alignment; and

attaching the sub-combination of intermediate section types in longitudinal alignment ~~on a~~ to the chassis.

9. (Original): A method of constructing a bus body as set forth in claim 8, wherein the intermediate section types are provided in one of two lengths, the longer length section type being half again as long as the shorter length section type.

10. (Original): A method of constructing a bus body as set forth in claim 9, further comprising the step of:

providing a standardized end cap for closing an aft end of the bus body.

11. (Original): A method of constructing a bus body as set forth in claim 10, further comprising the step of:

providing a plurality of standard front end closures including a first for conventionally configured busses, a second for rear engine busses and a third for front engine busses.

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12. (Original): A method of constructing a bus body as set forth in claim 11, further comprising the step of:

closing the ends of the bus body with an end cap and one of the front ends.

13. (Withdrawn): A bus body comprising a combination of longitudinal body sections selected from a plurality of types of longitudinal body sections, the types of longitudinal body sections including a type adapted to fit on a chassis over wheels, a type having an auxiliary side door, a type having a passenger boarding well and a type having parallel fixed side walls.

14. (Withdrawn): A bus body as set forth in claim 13, further comprising the types of longitudinal body sections being of first and second predetermined heights.

15. (Withdrawn): A bus body as set forth in claim 14, further comprising first and second types of differing length having parallel fixed side walls.

16. (Withdrawn): A bus body as set forth in claim 15, further comprising end caps closing opposite longitudinal ends of the bus body.

17. (Withdrawn): A method of assembling bus bodies comprising the steps of:

defining a plurality of coherent modules associated with differing longitudinal sections of a passenger bus body;

assembling a plurality of coherent modules for each of the differing longitudinal sections;

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holding the plurality of assembled coherent modules in storage until needed to  
construct a customer specified bus body;

drawing a combination of coherent modules suitable for constructing the  
customer specified bus body and assembling the combination on a  
chassis in an order to match the specified bus body.